

Section 8

1998 Speed-Related Crashes, Injury Crashes and Fatal Crashes

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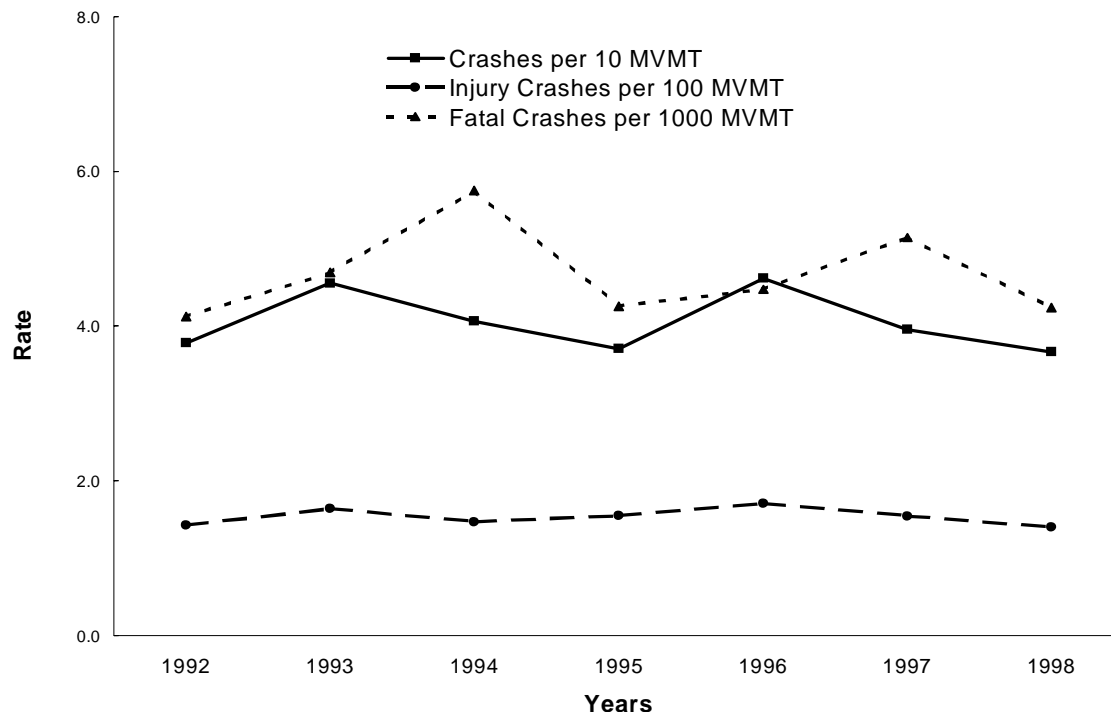
1992 - 1998 Speed-Related Crashes

For the past seven years, the speed-related crash rate per miles traveled has remained fairly constant (Table 8.01 and Figure 8.01). This is especially true of injury speed-related crashes, while the trends for all crashes and fatal crashes varied from year to year. In 1998, speed related crashes decreased 4% from 1997 and speed related fatal crashes decreased 14%. A crash was defined as speed related if a driver was cited for "speeding" or if "speed to fast" was marked as a contributing factor.

Table 8.01 Speed-Related Crashes, Injury Crashes and Fatal Crashes, 1992-1998

Year	Crashes		Injury Crashes		Fatal Crashes	
	#	Rate per 10 MVMT	#	Rate per 10 MVMT	#	Rate per 1000 MVMT
1992	6,152	3.8	2320	1.4	67	4.1
1993	7,765	4.6	2796	1.6	80	4.7
1994	7,344	4.1	2658	1.5	104	5.8
1995	6,972	3.7	2912	1.6	80	4.3
1996	8,974	4.6	3,322	1.7	87	4.5
1997	8,079	4.0	3151	1.5	105	5.1
1998	7,788	3.7	2981	1.4	90	4.2

Figure 8.01 Speed-Related Crashes, Injury Crashes and Fatal Crashes, 1992- 1998



1998 Speed-Related Crash Severity

Figure 8.02 Severity of Speed-Related Crashes as Reported by Police, 1998 (n=7,788)

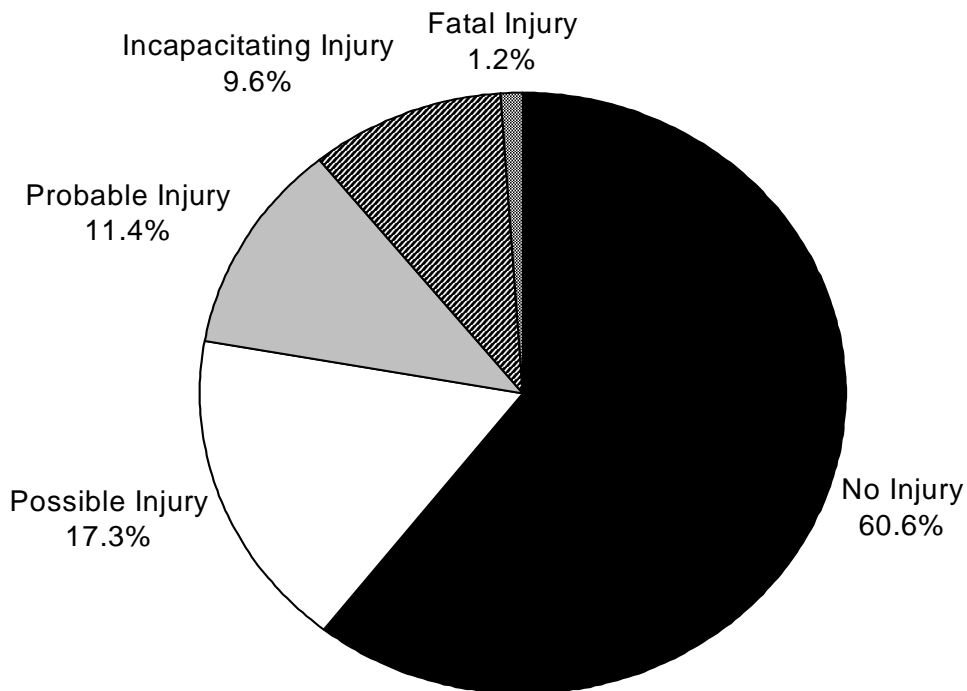


Figure 8.02 shows the breakdown of speed-related crash severity. Thirty-nine percent (39%) of speed-related crashes resulted in an injury, similar to 37% for all motor vehicle crashes. The percentage of fatal speed-related crashes (1.2%) was higher than the percentage for all motor vehicle crashes (0.6%).

The rates of speed-related crashes, injury crashes and fatal crashes for each county are shown in Table 8.02. There are two different rates given, one based on population of the county and another on the miles traveled in the county. The top three counties for speed-related crashes based on miles traveled were Wayne, Morgan and Wasatch. The top three counties for speed-related injury crashes were Morgan, Iron, and Sevier. Piute, Sanpete, and Morgan had the highest rates of speed-related fatal crashes per miles traveled.

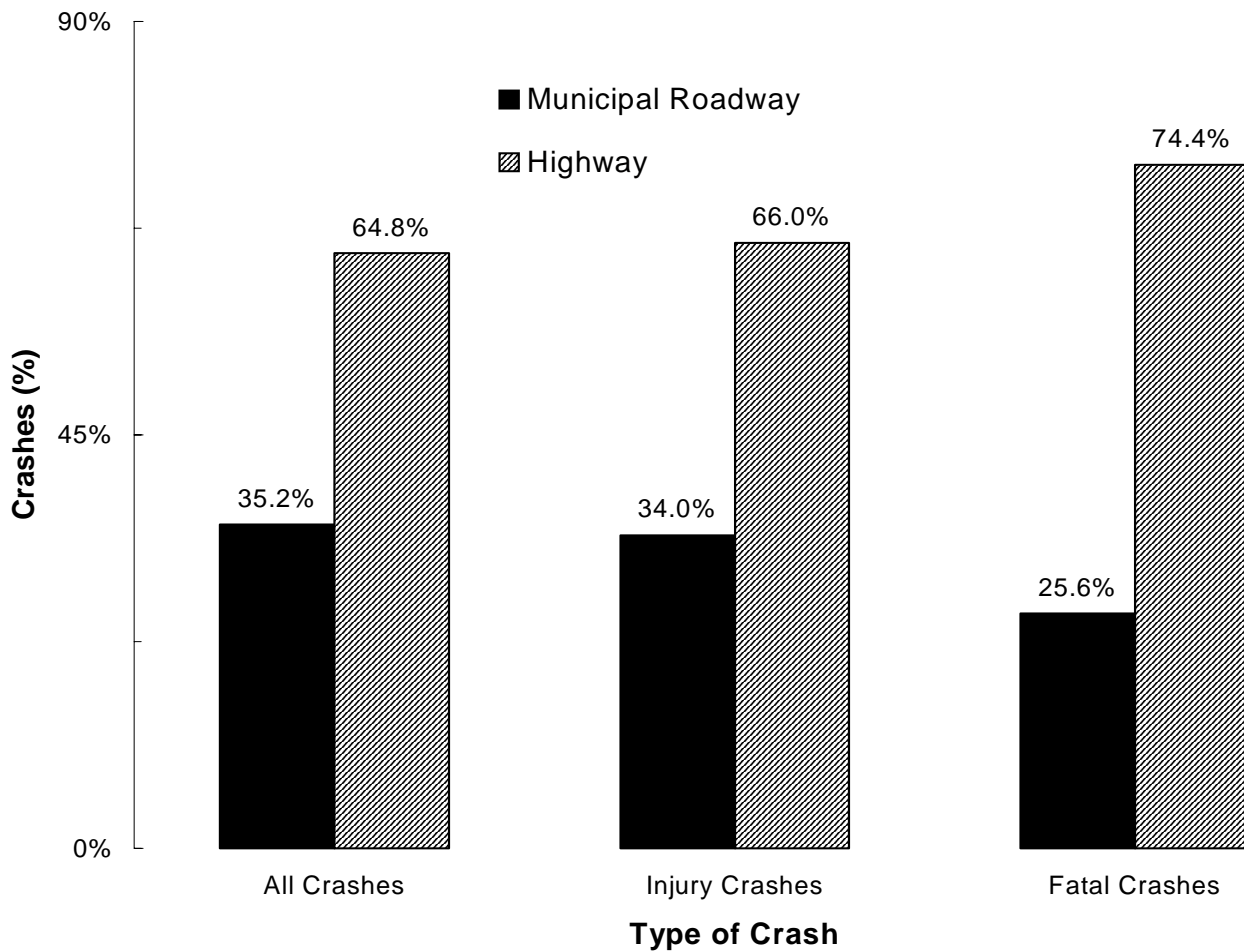
1998 Speed-Related Crashes by County

Table 8.02 Speed-Related Crashes, Injury Crashes and Fatal Crashes by County, 1998

County	Crashes			Injury Crashes			Fatal Crashes		
	#	Rate per 10,000 Population	Rate per 10 MVMT	#	Rate per 10,000 Population	Rate per 100 MVMT	#	Rate per 100,000 Population	Rate per 1000 MVMT
Beaver	89	140.0	4.4	40	62.9	19.9	2	31.5	10.0
Box Elder	232	56.2	2.7	104	25.2	12.1	7	16.9	8.2
Cache	267	29.6	3.6	90	10.0	12.1	4	4.4	5.4
Carbon	55	24.8	1.6	29	13.1	8.6	4	18.1	11.9
Daggett	8	96.0	3.5	3	36.0	13.3	0	0.0	0.0
Davis	469	20.6	2.4	147	6.4	7.5	2	0.9	1.0
Duchesne	62	43.5	3.4	32	22.4	17.6	1	7.0	5.5
Emery	81	73.3	2.5	35	31.7	10.7	1	9.0	3.1
Garfield	30	64.6	2.4	18	38.8	14.2	1	21.5	7.9
Grand	40	40.2	1.5	18	18.1	6.9	1	10.0	3.8
Iron	249	78.2	4.7	118	37.0	22.1	4	12.6	7.5
Juab	67	85.0	2.1	37	46.9	11.6	0	0.0	0.0
Kane	39	54.9	3.2	21	29.6	17.4	1	14.1	8.3
Millard	134	107.1	3.4	68	54.3	17.1	5	40.0	12.6
Morgan	65	94.8	5.7	27	39.4	23.8	2	29.2	17.6
Piute	8	49.5	2.6	1	6.2	3.3	2	123.7	65.7
Rich	8	43.0	1.8	3	16.1	6.7	0	0.0	0.0
Salt Lake	3,308	38.9	4.7	1,210	14.2	17.1	9	1.1	1.3
San Juan	51	38.3	1.9	32	24.0	11.8	3	22.5	11.1
Sanpete	83	38.9	3.7	40	18.7	18.1	4	18.7	18.1
Sevier	182	96.6	5.1	71	37.7	20.0	5	26.5	14.1
Summit	246	96.2	4.3	67	26.2	11.7	5	19.5	8.8
Tooele	172	50.5	2.7	69	20.3	11.0	4	11.7	6.4
Uintah	70	28.6	2.5	26	10.6	9.3	2	8.2	7.2
Utah	1043	31.2	3.8	408	12.2	14.8	13	3.9	4.7
Wasatch	116	85.1	5.2	41	30.1	18.4	2	14.7	9.0
Washington	157	19.7	1.8	72	9.0	8.5	3	3.8	3.5
Wayne	24	95.2	6.5	7	27.8	18.8	0	0.0	0.0
Weber	433	23.5	3.1	147	8.0	10.5	3	1.6	2.1
Grand Total	7,788	37.1	3.7	2,981	14.2	14.0	90	4.3	4.2

1998 Speed-Related Crash Locations

Figure 8.03 Highway and Municipal Roadway Speed-Related Crashes, Injury Crashes and Fatal Crashes, 1998



The locations of the speed-related crashes are shown in Figure 8.03. Speed-related crashes of all types were more likely to occur on a highway compared to a municipal roadway.

1998 Drivers Involved in Speed-Related Crashes

The largest proportion of speed-related crashes of all types involved drivers in the 15 to 24 year old group for both males and females (Table 8.03).

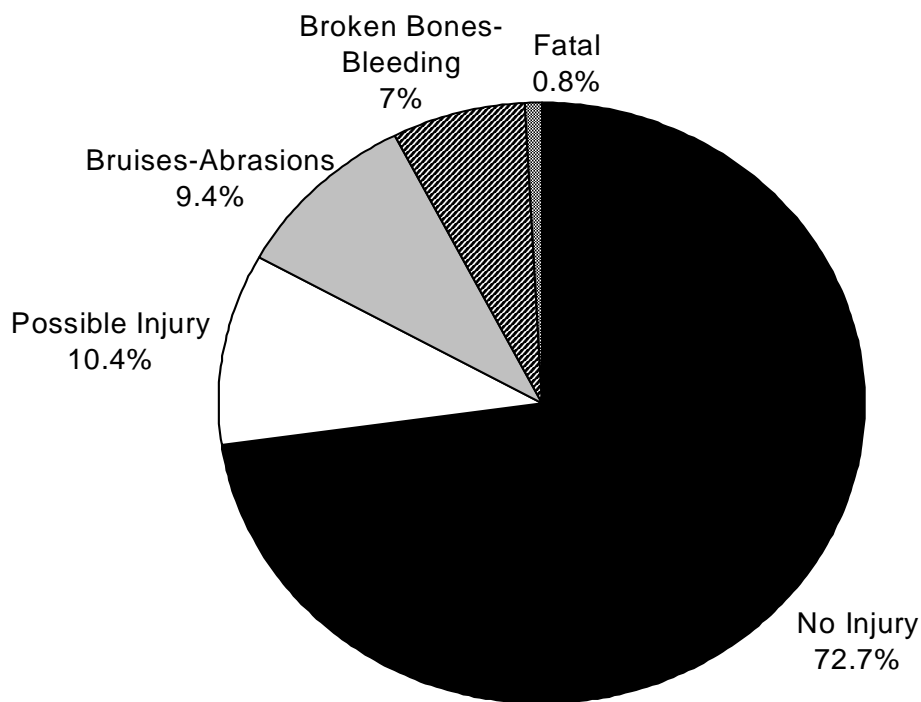
Table 8.03 Gender and Age of Drivers Involved in Speed-Related Crashes, Injury Crashes and Fatal Crashes, 1998

Age	Crashes				Injury Crashes				Fatal Crashes			
	Male Drivers		Female Drivers		Male Drivers		Female Drivers		Male Drivers		Female Drivers	
	#	%	#	%	#	%	#	%	#	%	#	%
<15	14	0.3%	8	0.3%	10	0.5%	5	0.5%	0	0.0%	0	0.0%
15 - 19	1,407	26.4%	807	30.1%	509	25.4%	312	28.7%	12	16.0%	5	26.3%
20 - 24	1,179	22.1%	586	21.8%	442	22.1%	229	21.1%	20	26.7%	5	26.3%
25 - 29	691	12.9%	312	11.6%	277	13.8%	127	11.7%	7	9.3%	0	0.0%
30 - 34	483	9.1%	217	8.1%	179	8.9%	99	9.1%	6	8.0%	1	5.3%
35 - 39	398	7.5%	237	8.8%	163	8.1%	105	9.7%	4	5.3%	3	15.8%
40 - 44	347	6.5%	159	5.9%	120	6.0%	64	5.9%	5	6.7%	3	15.8%
45 - 49	264	4.9%	137	5.1%	94	4.7%	54	5.0%	7	9.3%	0	0.0%
50 - 54	161	3.0%	86	3.2%	59	2.9%	34	3.1%	3	4.0%	0	0.0%
55 - 59	130	2.4%	54	2.0%	44	2.2%	22	2.0%	4	5.3%	0	0.0%
60 - 64	75	1.4%	28	1.0%	34	1.7%	11	1.0%	2	2.7%	1	5.3%
65 - 69	56	1.0%	18	0.7%	17	0.8%	7	0.6%	1	1.3%	0	0.0%
70 - 74	45	0.8%	11	0.4%	20	1.0%	7	0.6%	2	2.7%	0	0.0%
75 - 79	29	0.5%	12	0.4%	11	0.5%	5	0.5%	2	2.7%	1	5.3%
80 - 84	11	0.2%	4	0.1%	2	0.1%	2	0.2%	0	0.0%	0	0.0%
85 +	3	0.1%	0	0.0%	2	0.1%	0	0.0%	0	0.0%	0	0.0%
Missing	43	0.8%	7	0.3%	18	0.9%	4	0.4%	0	0.0%	0	0.0%
Grand Total	5,336	100.0%	2,683	100.0%	2,001	100.0%	1,087	100.0%	75	100.0%	19	100.0%

*Note: More than one driver may be speeding in a speed-related crash.

1998 Speed-Related Crash Participants Injury Severity

Figure 8.04 Speed-Related Crash Participants Injury Severity as Reported by Police, 1998
(n=12,507)



Over a quarter (27%) of speed-related crash participants were injured compared to 22% of all motor vehicle crash participants. One percent (1%) of these crash participants sustained a fatal injury, which was slightly higher than the percentage for all motor vehicle crash participants (0.2%).